

Figure 1 (left): An error-producing condition involving a combination of time pressure and sighting restrictions. The driver notes the following on the drawing: “Not reacted to caution signal due to conversation with train control. Focus on quick turnaround of train due to timetable running late. Loss of focus left no time to react to red signal.”

Figure 2 (below): An error-producing condition involving a combination of station dwelling and time pressure. The driver notes the following on the drawing: “Suburban train sitting at back platform waiting to depart. Regional train approaching to run express through station. Station staff announces train ready to depart and ‘spark’ driver closes doors and departs it, look at red signal and almost sideswipes express pass. Train stop was in advance of signal, allowing spark to reach a higher speed before stopping it just short of side on collision.” (“Spark is a colloquial term for a driver of an EMU.”)

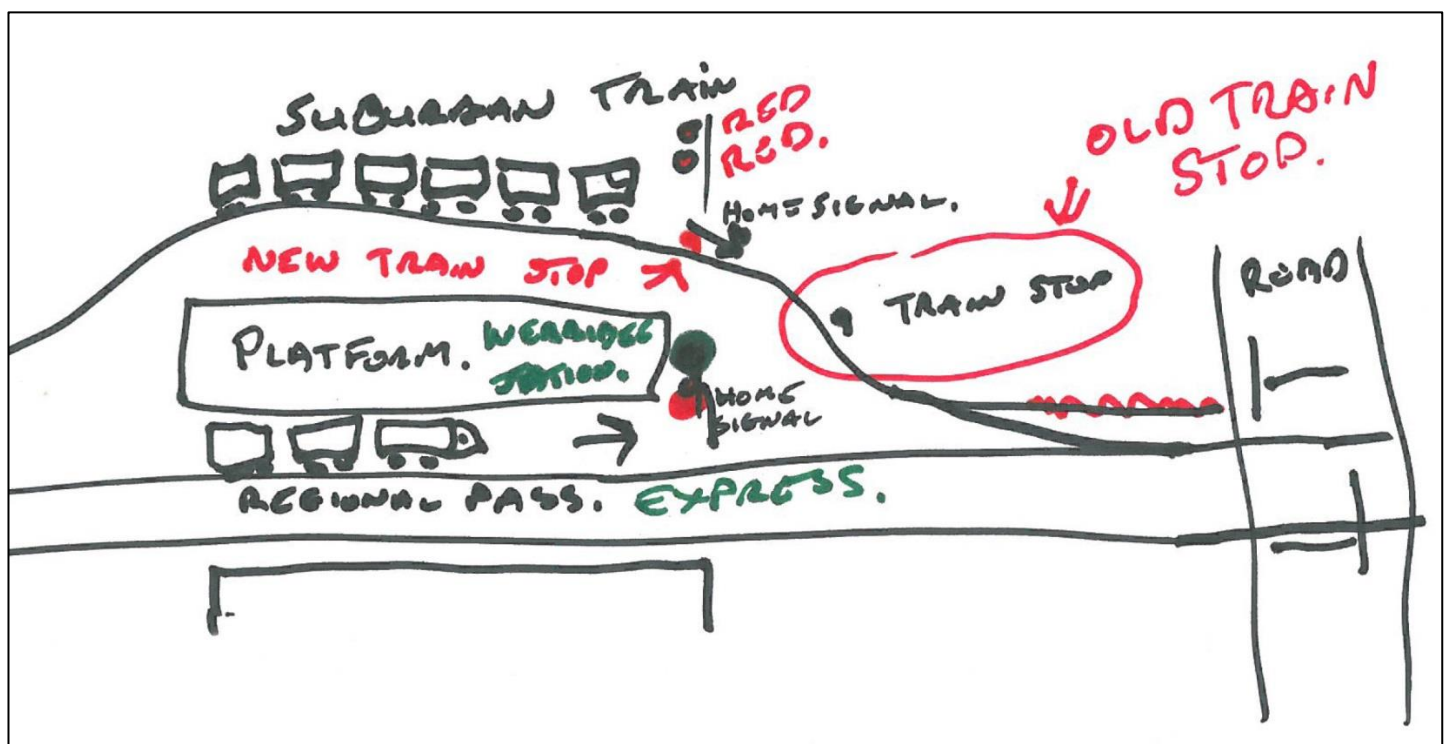


Figure 3 (below): A SPAD scenario involving distraction from station-dwelling, time pressure and sighting restrictions. The driver notes the following on the drawing: “After passing signal A, & stopping @ station, signal B is obstructed & driver sees signal D and thinks it is for him and powers up the train. Key problem here is the tree (cut it down!).” The following amendment was added to the drawing: “Driver is distracted @ station, then once back in the cab sees D @ green and assumed he is looking @ B signal which has been cleared to green.”

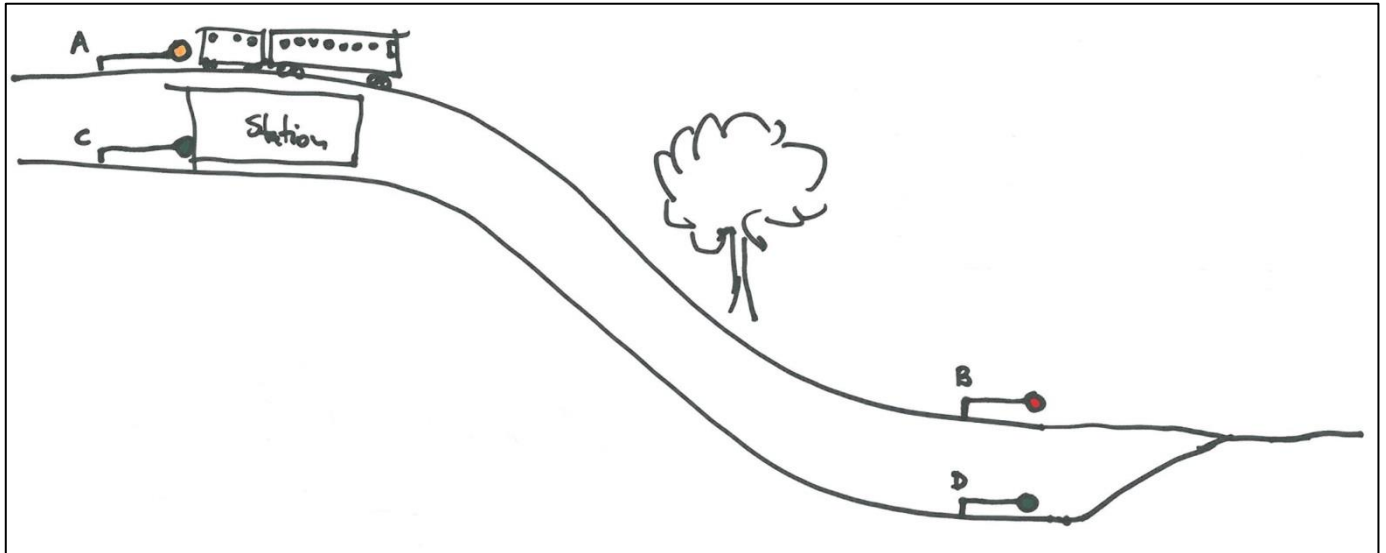


Figure 4 (below): Conceptual representation of how time-keeping, station dwelling and sighting restrictions give rise to error-producing conditions and elevate SPAD-risk likelihood.

